

ITEM 660 - Extra Labor - Loading or Unloading

1. When requested by the consignor or consignee, extra labor will be furnished by the Carrier for loading or unloading. At each location where extra labor is used, the charge per laborer will be as follows:

TIME OF USE OF EXTRA LABOR	Charge
For the first 3 hours or less	\$187.70
For each hour or fraction thereof in excess of 3 hours, but not over 8 hours	\$46.90
For each hour or fraction thereof over 8 hours	\$64.90

Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the consignor, if the extra labor is used for loading or if the consignee is within the premises of an airport, or a county, state, or government facility that require deliveries with 2 people or that requires an escort. This charge will be assessed against the consignee if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee. Charges for extra labor for unloading may be assessed against the consignor if requested by the consignor and so noted on the Bill of Lading.

2. Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used:
 - a. Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.
 - b. Identification of vehicle tendered for loading or unloading.
 - c. Number of extra laborers used and the number of hours or days each such laborer was used.
3. The provisions of this item will not apply on Saturdays, Sundays or holidays. On such days, Carrier will apply the charges provided in Item 754 (Pick-up or Delivery Service Saturdays, Sundays or Holidays).

4. The provisions of this item do not obligate the Carrier to furnish extra labor, if such labor is not available at the point of loading or unloading.

5. Definitions:

a. Consignor, as used in this item, means the party from whom the Carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether it be the original consignor or warehouseman, or a connecting air, motor, rail or water carrier with which the Carrier does not have an interline agreement or other person to whom the Bill of Lading is issued.

b. Consignee, as used in this item, means the party to whom the Carrier is required, by the Bill of Lading or other instructions, to deliver the shipment, or any part thereof, at destination or any stop-off points, whether it be the ultimate consignee or warehouseman, or a connecting air, motor, rail or water carrier with whom the Carrier does not have an interline agreement, or other person designated on the Bill of Lading.